

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: EDS-545(38, 47, 54 & 55) Wilkes/Elbert **OFFICE:** Engineering Services
P.I. Nos.: 222260, 221740, 222264, & 122840
S.R. 17 Widening/Reconstruction

DATE: May 30, 2008

FROM: Brian K. Summers, PE, Project Review Engineer *REW*

TO: Babs Abubakari, PE, State Program Delivery and Consultant Design Engineer

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
EDS-545(38)				
38-1	Reduce median width to 32 ft.	\$779,284	Yes	This should be done.
38-2	Reduce outside shoulders to 6-ft. paved shoulders	\$101,691	No	This route is a designated State Bike Route ("Savannah River Run").
38-3	Use 11-ft. travel lanes throughout	\$856,853	Yes	This should be done.
38-9	Use existing roadway pavement from Station (STA) 105+00 to STA 170+00	\$909,546	No	The existing vertical alignment does not meet the proposed Speed Design so the existing pavement will have to be removed to correct the substandard vertical alignment.
38-10	Realign "original" new location closer to the existing right-of-way between STAs 170+00 and 276+00	\$406,087	Yes	This should be done.

EDS-545(38, 47, 54 & 55) Wilkes/Elbert**P.I. Nos. 222260, 221740, 222264, & 122840****Implementation of Value Engineering Study Alternatives****Page 2.**

ALT #	Description	Potential Savings/LCC	Implement	Comments
EDS-545(38) - continued				
38-12	Retain existing alignment on Church Street	\$936,052	Yes	This should be done as much as possible and still avoid impacting the existing Wilkes Co. Pump Station.
38-13	Realign mainline at Delhi Road to avoid wetlands	Design Suggestion	No	This results in impacts to the Historic Fortson House where Special Environmental Commitments were made due to the close proximity to the roadway.
38-14	Reconfigure Old SR 17 with new location between STAs 420+00 and 440+00	\$195,874	Yes	This should be done.
EDS-545(47)				
47-1	Reduce median width to 32 ft.	\$368,240	Yes	This should be done.
47-2	Reduce outside shoulders to 6-ft. paved shoulders	\$95,532	No	This route is a designated State Bike Route ("Savannah River Run").
47-3	Use 11-ft. travel lanes throughout	\$593,927	Yes	This should be done.
47-5	Retain existing alignment from STA 103+30 to STA 140+00	\$368,125	No	There is 15' grade change which necessitated the replacement of the triple 9' x 8' Bridge Culvert. The slight realignment was required to be better able to stage the culvert replacement.
47-7	Eliminate the median opening at STA 190+00	\$151,845	Yes	This should be done.

EDS-545(38, 47, 54 & 55) Wilkes/Elbert
P.I. Nos. 222260, 221740, 222264, & 122840
Implementation of Value Engineering Study Alternatives
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ALT #	Description	Potential Savings/LCC	Implement	Comments
EDS-545(47) - continued				
47-11	Realign Boyd Road to the north	\$27,570	Yes	This should be done.
47-12 / 47-17	Realign intersection of Norman Road/Vinson Road with SR 17 and reduce the extent of construction on the west side of SR 17	\$62,331	Yes	This should be done.
47-13	Eliminate the median opening at STA 483+00	\$151,845	Yes	This should be done.
47-14	Minimize the number of median openings between STAs 482+02 and 510+34	\$151,578	Yes	This should be done.
EDS-545(54)				
54-1	Reduce median width to 32 ft. where feasible	\$173,652	Yes	This should be done.
54-2	Reduce outside shoulders to 6-ft. paved shoulders	\$85,745	No	This route is a designated State Bike Route ("Savannah River Run").
54-3	Use 11-ft. travel lanes throughout	\$760,287	Yes	This should be done.
54-9	Eliminate median opening at STA 147+00	\$277,292	No	This would result in a 10,000' distance between median openings which would require 8 property owners to travel an additional 8,400 feet to access the median.

EDS-545(38, 47, 54 & 55) Wilkes/Elbert**P.I. Nos. 222260, 221740, 222264, & 122840****Implementation of Value Engineering Study Alternatives****Page 4.**

ALT #	Description	Potential Savings/LCC	Implement	Comments
EDS-545(54) - continued				
54-11	Retain River Road alignment with the mainline	\$260,089	Yes	This should be done.
54-12	Stay on existing alignment between STAs 300+00 and 400+00	\$253,137	No	Staying on the existing alignment impacts 11 properties that were not previously impacted and would directly impact two cemeteries through Fortsonia.
54-13	Eliminate the Old SR 17 tie-in at Station 387+00	\$94,477	Yes	This should be done.
54-14	Selectively eliminate right-turn lanes in the five-lane section	\$98,058	Yes	This should be done.
EDS-545(55)				
55-1	Reduce outside shoulders to 6-ft. paved shoulders	\$106,971	No	This route is a designated State Bike Route ("Savannah River Run").
55-2	Use 11-ft. travel lanes throughout	\$793,657	Yes	This should be done.
55-6	Shorten tie-in of Old Elliam Road and SR 17	\$36,968	No	Would require additional Right of Way on both sides of the proposed realignment resulting in the relocation of the existing house located at Sta. 13+00 Lt.
55-7	Shorten tie-in of Hudson Road and SR 17	\$263,603	Yes	This should be done.

EDS-545(38, 47, 54 & 55) Wilkes/Elbert
P.I. Nos. 222260, 221740, 222264, & 122840
Implementation of Value Engineering Study Alternatives
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ALT #	Description	Potential Savings/LCC	Implement	Comments
EDS-545(55) - continued				
55-9	Use a concrete culvert in lieu of a bridge over Dry Fork Creek	\$762,478	No	A cost comparison was done as part of the Hydraulic Report and a bridge was a more cost effective design at this location.
55-11	Selectively eliminate right-turn lanes	\$175,138 (proposed) \$105,083 (actual)	Yes/partial	The right turn lanes can be eliminated at 3 of the 5 identified locations. The other two locations have significant right turning volumes and provide access to small communities.
55-12	Shorten Bullard's Ferry Road tie-in length to SR 17	\$51,960	Yes	This should be done.
55-13	Shorten Dunworley Drive tie-in length to SR 17	\$53,143	Yes	This should be done.
55-15	Do not realign Oak Road	\$103,274	Yes	This should be done.
55-16	Realign Fairfax Circle south to avoid displacement	\$110,254	Yes	This should be done.

A meeting was held on May 29, 2008 and Stanley Hill and Otis Clark with Consultant Design, Foster Grimes and Larry Morris with District 2 Preconstruction and Brian Summers, Ron Wishon and Lisa Myers of Engineering Services were in attendance.

The results above reflect the consensus of those in attendance and those who provided input.

Approved: Gerald M. Ross Date: 5/31/08
Gerald M. Ross, P. E., Chief Engineer

EDS-545(38, 47, 54 & 55) Wilkes/Elbert
P.I. Nos. 222260, 221740, 222264, & 122840
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Attachments

c: Gus Shanine
R. Wayne Fedora
Todd Long
Paul Liles
Bill Ingalsbe
Bill DuVall
Jenny Harris-Dunham
Richard Marshall
George Brewer
Alan Smith
Foster Grimes
Larry Morris
Russell Merritt
Todd Wood
Babs Abubakari
Stanley Hill
Otis Clark
Ken Werho
Nabil M. Raad
Jonathan Cox
Lisa Myers



Preconstruction Status Report By PI Number

Print Date: 05/22/2008

PROJID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
222260-	Wilkes	SR 17 FM N WASHINGTON BYP TO PASSING LN SO OF CR 193 (EXC)	Feb-09	Apr-10	Sep-10

EDS00-0545-00(038)	FIELD DIST: 2		Phase	Approved	Proposed	Cost	Fund	Status
TIP #: MPO: Not Urban	TWIN:	US:	PE	2002	2002	1,363,019.25	GRVA	AUTHORIZED
MODEL YR:		EST DATE: 11/15/2007	PE	1995	1995	659,000.00	EDS	AUTHORIZED
PROJ MGR: Clark, Otis	PROJ LENGTH: 11.75		PE	2002	2002	1,667,030.11	CFTS	AUTHORIZED
PROG Reconstruction/Rehabili	TYPE Widening		ROW	2009	2009	12,315,000.00	RRB	PRECST
TYPE: tation	WORK:		CST	LR	LR	37,138,000.00	EDS	PRECST
CONCEPT: ADD 4R(MED 44)	LET RESP: DOT	Congressional			10			

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
		Define Project Concept	3/11/1993	6/30/2002	100	*** TIGNALL BYPASS ***
		Concept Meeting	5/11/1994	5/11/1994	100	6/25/97 Par meeting 3/16/00
		Concept Submittal and Review	6/12/1995	6/12/1995	100	Public hearing 11/1/00 Rd Dzn
		Receive Preconstruction Concept Approval	6/29/1995	6/29/1995	100	identifies for "team concept"
		Management Concept Approval Complete	6/3/2002	6/11/2002	100	1/16/02 (C) survey letter to prop
6/11/2008	6/17/2008	Value Engineering Study	7/12/2007		97	owners 3/7/02 PIM 2/21/02
		Public Information Open House Held	3/7/2002	3/7/2002	100	Util est=\$171,711.50 6/11/02
2/11/2009	2/10/2009	Environmental Approval	5/1/1997		94	Rev conc apprvd; shift proj limits,
		Public Hearing Held	3/16/2000	3/16/2000	100	shift bypass align for Tignall
		Field Surveys/SDE	1/8/2002	5/7/2002	100	2/9/04 Envir doc should be
		Preliminary Plans	5/21/2002	10/11/2003	100	submitted to OEL 5-04+-
6/5/2008	6/5/2008	Preliminary Bridge Design	4/6/2008		100	10/9/07 PIOH at Tignall Gym
		Underground Storage Tanks	11/7/1994	6/30/2002	100	
8/29/2008	10/30/2008	404 Permit Obtainment			0	
3/4/2009	3/5/2009	PEPR Inspection			0	
4/10/2009	6/4/2009	R/W Plans Preparation			0	
7/3/2009	9/10/2009	R/W Plans Final Approval			0	
4/10/2009	4/14/2009	L & D Report Development and Approval			0	
9/11/2009	11/27/2009	R/W Acquisition			0	
		Stake R/W	6/17/2002	6/30/2002	100	
4/10/2009	4/21/2009	Soil Survey			0	
6/6/2008	6/17/2008	Bridge Foundation Investigation			0	
4/15/2009	12/23/2009	Final Design			0	
6/6/2008	1/15/2009	Final Bridge Plans Preparation			0	
1/7/2010	1/8/2010	FFPR Inspection			0	
1/22/2010	2/4/2010	FFPR Response			0	

BIKE PROVISIONS INCLUDED?: Y MEASUREMENT SYSTEM: E CONSULTANT: C UT EST: \$ 850,000.00

PDD: BOND. 11 RELOCS. NEED 02 CONSULTANT. 10/9/98 *Tignall Bypass* 2/27/03.
 Bridge: WEI 01/02/08 95% P.L. - 0% F.P.
 Design: OC/JJ&G/CONTRACT EXPIRED/STOP WORK NOTICE GIVEN
 EIS: EA\Apvd1-28-00\FONS\Not Apvd\OnSchedRW\Pugh(5.19.08)--On hold for prioritization
 LGPA: REQ WILKES DO UTL 3/92\WASHINGTON SGN\TIGNALL REF\RESCISSION LETTER SENT TO WILKES 11-22-04\RESCISSION LETTER SENT TO WASHINGTON & TIGNALL 12-15-04
 Planning: COST EST UPDATE- 12-9-97
 Prog. Develop: RW STIP AMENDMENT #5 11-07
 Programming: EXC-221740[PASS LANE]\#1 11-01\#2 12-02\#3 11-03\#4 10-07\#5 12-07\#6 3-08
 Railroad: NO
 Traffic Op: CAH\SND CNSLTNT PLNS FR REVW\030801\\$.
 Utility: (JL) OCD SUE compl 12/3/03 -TBE Group;Need 2nd sub (2/12/08)
 EMG: 1465M (H85(94)-E/V29); (1366/1367); C=M/S/D; !PHOTOS TRANS!

R/W INFORMATION:

PREL PARCEL CT: 58 TOTAL PARCEL CT: ACQUIRED BY: DOT ACQ MGR:
 UNDER-REVIEW CT: RELEASED CT: OPT-PEND CT: DEEDS CT: COND-PEND CT: COND-FILED CT:
 RW CERT DT: ACQUIRED CT: RELOCATION CT:



Preconstruction Status Report By PI Number

Print Date: 05/22/2008

PROJ ID	COUNTY	DESCRIPTION				MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
221740-	Wilkes	SR 17 FM MP 13.0-16.9 MP 23.2-26.3 INCL 3-CLVTS & BRDG				Dec-08	Aug-10	Dec-09
EDS00-0545-00(047)		FIELD DIST: 2						
TIP #:	TWIN:	US:	Phase	Approved	Proposed	Cost	Fund	Status
MPO: Not Urban		EST DATE: 4/16/2008	PE	1994	1994	111,000.00	EDS	AUTHORIZED
MODEL YR:			PE	2002	2002	270,181.60	GRVA	AUTHORIZED
PROJ MGR: Grimes, Foster	PROJ LENGTH: 7.00		PE	2002	2002	424,649.74	CFTS	AUTHORIZED
PROG Reconstruction/Rehabili	TYPE Widening		ROW	2009	2009	4,235,000.00	RRB	PRECST
TYPE: tation	WORK:		CST	LR	LR	54,432,975.96	EDS	PRECST
CONCEPT: ADD 4R(MED 44)	LET RESP: DOT		Congressional		10			

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
		Define Project Concept	10/2/1989	8/8/1996	100	2/9/04 Envir doc should be
		Concept Meeting	10/24/1989	10/24/1989	100	submitted to OEL 5-04+-
		Concept Submittal and Review	10/25/1989	10/25/1989	100	12/4/06 D2 to manage consultant
		Receive Preconstruction Concept Approval	6/19/1990	6/19/1990	100	contract 2/12/08 Rev Cst Est
		Management Concept Approval Complete	7/15/1999	7/29/1999	100	CST=\$25,213,000 FY 07 CAP
6/11/2008	6/17/2008	Value Engineering Study	6/22/2006		98	Advertised-Not Selected 04-02-08
		Public Information Open House Held	3/7/2002	3/7/2002	100	
6/6/2008	11/20/2008	Environmental Approval	5/1/1997		96	
		Public Hearing Held	10/9/2007	10/9/2007	100	
		Mapping	12/28/1992	3/26/1993	100	
		Field Surveys/SDE	9/12/1994	11/18/1994	100	
6/24/2008	6/23/2008	Preliminary Plans	1/3/1995		100	
		Underground Storage Tanks	10/1/1993	11/3/2006	100	
8/29/2008	11/13/2008	404 Permit Obtainment			0	
12/12/2008	12/15/2008	FFPR Inspection			0	
1/20/2009	3/2/2009	R/W Plans Preparation			0	
3/31/2009	4/3/2009	R/W Plans Final Approval			0	
1/20/2009	1/22/2009	L & D Report Development and Approval			0	
4/6/2009	6/7/2010	R/W Acquisition			0	
7/30/2009	8/12/2009	Stake R/W			0	
		Soil Survey	3/19/1999	9/13/1999	100	
1/23/2009	11/26/2009	Final Design			0	
12/18/2009	12/21/2009	FFPR Inspection			0	
1/4/2010	1/15/2010	FFPR Response			0	

BIKE PROVISIONS INCLUDED?: Y MEASUREMENT SYSTEM: E CONSULTANT: T UT EST: \$ 0.00

PDD: BOND. Reassigned to Dist two 11/20/01. PROJECT EXTENDED BACK TO WASHINGTON BYPASS. 8/25/99. N
Bridge: NO BRIDGE REQUIRED
Design: (FG) Need APD-EC / 11-27-06 FONSI to FHWA by the end of year
EIS: EA\Apvd1-28-00\FONSI\Not Apvd\OnSchedRW\Pugh(5.19.08)--On hold for prioritization
LGPA: REQ WILKES DO UTIL. 8-30-90\RESCISSION LETTER SENT 11-22-04
Planning: COST ESTIMATE 5-5-98 LETTER FM BOBBY MUSTIN {DATES ONLY} ON STATE BIKE NETWORK
Programming: #1 11-01|#2 11-03|#3 3-08
Railroad: NO
Traffic Op: SEND PLANS FOR REIVEW 3-26-2008 S-*
UST: NO USTs - 10/93
Utility: (JL) NEED 2ND SUB PLANS (2/12/08)
EMG: 1366 (SOUTHERN SITE); 1367 (NORTHERN SITE); (H85-E/V29)

R/W INFORMATION:

PREL PARCEL CT: 82 TOTAL PARCEL CT: ACQUIRED BY: DOT ACQ MGR:
UNDER-REVIEW CT: RELEASED CT: OPT-PEND CT: DEEDS CT: COND-PEND CT: COND-FILED CT:
RW CERT DT: ACQUIRED CT: RELOCATION CT:

Preconstruction Status Report By PI Number

Print Date: 05/22/2008

PROJ ID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
222264-	Elbert, Wilkes	SR 17 FROM CR 113/VINSON ROAD/WILKES TO N OF CR 50/ELBERT		Jan-11	

EDS00-0545-00(054)		FIELD DIST: 1.2		Phase		Approved	Proposed	Cost	Fund	Status
TIP #:		TWIN:		US:		PE	2002	2002	861,347.11	GRVA AUTHORIZED
MPO: Not Urban		EST DATE: 11/15/2007				PE	2002	2002	12,000.00	EDS AUTHORIZED
MODEL YR:						PE	2002	2002	1,225,009.38	CFTS AUTHORIZED
PROJ MGR: Clark, Otis		PROJ LENGTH: 6.03				ROW	2008	2009	3,743,000.00	RRB PRECST
PROG Reconstruction/Rehabili		TYPE Widening				ROW	2008	2009	2,367,052.80	L050 PRECST
TYPE: tation		WORK:				CST	Congressional	LR 10	36,270,000.00	EDS PRECST
CONCEPT: ADD 4R(MED 44)		LET RESP: DOT								

<i>SCHED START</i>	<i>SCHED FINISH</i>	<i>ACTIVITY</i>	<i>ACTUAL START</i>	<i>ACT/EST FINISH</i>	<i>PCT</i>	<i>DISTRICT COMMENTS</i>
		Define Project Concept	3/23/1992	6/3/2002	100	6/9/97 Par report to resource
		Concept Meeting	5/11/1994	5/11/1994	100	agencies 6/24/97 Par meeting
		Concept Submittal and Review	6/12/1995	6/12/1995	100	3/16/00 Public hearing 1/16/02
		Receive Preconstruction Concept Approval	6/29/1995	6/29/1995	100	(C) Svy letter to prop owners
		Management Concept Approval Complete	6/3/2002	6/7/2002	100	3/7/02 PIM 6/7/02 Rev concept
		Revise or Re-validate Approved Concept	3/15/2004	5/20/2004	100	apprvd; shift align to avoid
6/11/2008	6/17/2008	Value Engineering Study	7/12/2007		97	cemetery 2/27/03 FONSI this
		Public Information Open House Held	3/7/2002	3/7/2002	100	summer 2/9/04 Env doc should
6/5/2008	6/5/2008	Environmental Approval	5/1/1997		100	be submitted to OEL 5-04+-
		Public Hearing Held	3/16/2000	3/16/2000	100	10/9/07 PIOH at Tignall Gym
		Field Surveys/SDE	1/8/2002	2/4/2002	100	
		Preliminary Plans	5/21/2002	10/15/2003	100	
		Preliminary Bridge Design	11/12/2003	11/18/2003	100	
6/6/2008	7/11/2008	Underground Storage Tanks			0	
8/29/2008	11/14/2008	404 Permit Obtainment			0	
6/27/2008	6/30/2008	FFPR Inspection			0	
8/5/2008	10/27/2008	R/W Plans Preparation			0	
12/23/2008	12/26/2008	R/W Plans Final Approval			0	
8/5/2008	8/7/2008	E. & D Report Development and Approval			0	
12/29/2008	11/8/2010	R/W Acquisition			0	
5/21/2009	6/3/2009	Stake R/W			0	
		Soil Survey	10/15/2003	5/27/2005	100	
8/5/2008	9/9/2008	Bridge Foundation Investigation			0	
8/8/2008	4/17/2009	Final Design			0	
10/8/2008	12/2/2008	Final Bridge Plans Preparation			0	
5/11/2009	5/12/2009	FFPR Inspection			0	
5/26/2009	6/8/2009	FFPR Response			0	

BIKE PROVISIONS INCLUDED?: Y MEASUREMENT SYSTEM: E CONSULTANT: C UT EST: \$ 161,166.00

PDD: BOND, 6 RELOCATIONS, FY02 CONSULTANT, 1/12/99.
Bridge: SCP 4/03/06.
Design: OC/JJ&G/CONTRACT EXPIRED/STOP WORK NOTICE GIVEN
EIS: EA|Apvd1-28-00|FONSI|Not Apvd|OnSchedRW|Pugh(5,19.08)--On hold for prioritization
LGPA: REQ WILKES & ELBERT DO UTILITIES 4-1-96|RESCISSION LETTER SENT TO WILKES 11-22-04|RESCISSION LETTER SENT TO ELBERT 12-15-04
Planning: Located on Georgia Bicycle Route 85, "Savannah River Run", per Georgia Bicycle Map 2002.
Prog. Develop: RW STIP AMENDMENT #22 3-07
Programming: #1 11-01|#2 12-02|#3 11-03|#4 3-04|#5 12-07|#6 3-08
Traffic Op: CAH|SND CNSLTNT PLNS FR REVW|030801|\$?
Utility: (JL) Need 1st sub plans (2/13/07) SUE comp 12/2/03-TBE Group
EMG: 1465M (H85(94)-E/V29) DTM (1367) C=M/S/D

R/W INFORMATION:

PREL PARCEL CT: 49 TOTAL PARCEL CT: ACQUIRED BY: DOT ACQ MGR:
 UNDER-REVIEW CT: RELEASED CT: OPT-PEND CT: DEEDS CT: COND-PEND CT: COND-FILED CT:
 RW CERT DT: ACQUIRED CT: RELOCATION CT:



Preconstruction Status Report By PI Number

Print Date: 05/22/2008

PROJ ID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
122840-	Elbert	SR 17 FM N OF CR 50/SAM TATE RD TO N OF CR 278/ROBINWOOD LN		Aug-10	

EDS00-0545-00(055) **FIELD DIST:** 1
TIP #: Not Urban **TWIN:** **US:**
MPO: Not Urban **EST DATE:** 11/15/2007
MODEL YR:
PROJ MGR: Clark, Otis **PROJ LENGTH:** 5.70
PROG: Reconstruction/Rehabili **TYPE:** Widening
TYPE: tation **WORK:**
CONCEPT: ADD 4R(MED 44) **LET RESP:** DOT

Phase	Approved	Proposed	Cost	Fund	Status
PE	2000	2000	112,000.00	EDS	AUTHORIZED
PE	2002	2002	900,429.38	GRVA	AUTHORIZED
PE	2002	2002	1,103,306.91	CFTS	AUTHORIZED
ROW	LR	LR	7,140,000.00	EDS	PRECST
ROW	LR	LR	16,179,000.00	L050	PRECST
CST	Congressional	LR	10 25,681,000.00	EDS	PRECST

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
		Define Project Concept	3/23/1992	7/19/1999	100	
		Concept Meeting	5/11/1995	5/11/1995	100	
		Concept Submittal and Review	6/12/1995	6/12/1995	100	
		Receive Preconstruction Concept Approval	6/29/1995	6/29/1995	100	
		Management Concept Approval Complete	5/24/1999	7/19/1999	100	
		Revise or Re-validate Approved Concept	5/1/2004	6/28/2004	100	
6/11/2008	6/17/2008	Value Engineering Study	7/12/2007		97	
6/6/2008	11/20/2008	Public Information Open House Held	3/7/2002	3/7/2002	100	
		Environmental Approval	5/1/1997		96	
		Public Hearing Held	6/28/2002	6/30/2002	100	
		Mapping	11/24/2001	9/23/2002	100	
		Field Surveys/SDE	11/24/2001	9/23/2002	100	
		Preliminary Plans	6/15/2002	3/23/2006	100	
		Preliminary Bridge Design	1/7/2004	1/11/2004	100	
6/5/2008	6/5/2008	Underground Storage Tanks	11/13/2001		100	
6/6/2008	10/24/2008	404 Permit Obtainment			0	
12/12/2008	12/15/2008	PFPR Inspection			0	
1/20/2009	3/16/2009	R/W Plans Preparation			0	
4/14/2009	4/17/2009	R/W Plans Final Approval			0	
1/20/2009	1/22/2009	L & D Report Development and Approval			0	
4/20/2009	6/7/2010	R/W Acquisition			0	
7/30/2009	8/12/2009	Stake R/W			0	
		Soil Survey	7/7/2004	9/10/2004	100	
1/20/2009	2/24/2009	Bridge Foundation Investigation			0	
1/23/2009	10/2/2009	Final Design			0	
3/25/2009	5/19/2009	Final Bridge Plans Preparation			0	
10/26/2009	10/27/2009	FFPR Inspection			0	
11/10/2009	11/23/2009	FFPR Response			0	

BIKE PROVISIONS INCLUDED?: Y MEASUREMENT SYSTEM: E CONSULTANT: C UT EST: \$ 0.00

PDD: BOND. PAR & CONCEPT TOGETHER. CONSULTANT FOR (01): 8/6/98. History resurveyed; 2-3 eligible resources 8/18/03
Bridge: SCP 1/05/04 - CONSUL - JJ&G
Design: OC/JJ&G/CONTRACT EXPIRED/STOP WORK NOTICE GIVEN
EIS: EA[Apvd1-28-00][FONSI][Not Apvd][OnSchedRW][Pugh(5,19.08)]--On hold for prioritization
LGPA: REQ ELBERT & ELBERTON DO UTILITIES 4-1-96[RESCISSION LETTER SENT TO ELBERT & ELBERTON 3-13-08.
Planning: Located on Georgia Bicycle Route 85, "Savannah River Run", per Georgia Bicycle Map 2002.
Programming: #1 12-02/#2 11-03/#3 3-04/#4 12-07/#5 3-08
Traffic Op: CAH[SND CNSLTNT PLNS FR REVW]021203
Utility: NEED 2ND SUBMISSION PLANS 09/12/05
EMG: 1465M (H85(94)-E/V29)DTM C=M/D= (JJ&G); S=(LOWE ENG)

R/W INFORMATION:

PREL PARCEL CT: 51 TOTAL PARCEL CT: ACQUIRED BY: DOT ACQ MGR:
UNDER-REVIEW CT: RELEASED CT: OPT-PEND CT: DEEDS CT: COND-PEND CT: COND-FILED CT:
RW CERT DT: ACQUIRED CT: RELOCATION CT:

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE: EDS-545(38, 47, 54, And 55), Wilkes and Elbert Co's
P.I. No.'s 222260, 221740, 222264, 122840
SR 17 Widening and Reconstruction

DATE: May 19, 2008

FROM:  Mohammed (Babs) Abubakari, P.E., State Consultant Design and Program Delivery Engineer

TO: Brian Summers, P.E., State Project Review Engineer

SUBJECT: **Value Engineering Study-Responses**

Reference is made to the recommendations that were contained in the Value Engineering Study- Final Report dated November 26, 2007 for the above referenced projects. Our responses and recommendations are as follows:

VE Recommendation No. & Description w/ Projected Cost Savings		Recommendation Response	Comments
	EDS-54(38)		
38-1	Reduce median width to 32 feet \$779,284	Approval Recommended	<ul style="list-style-type: none"> Design elements shall be adjusted accordingly to utilize a 32' median. This will require additional design efforts which will reduce the estimated cost savings.
38-2	Reduce outside shoulders to 6-foot paved shoulders \$101,691	Approval Not Recommended	<ul style="list-style-type: none"> The proposed 6.5 foot shoulders are needed to accommodate future bike lanes along this designated bike route -"Savannah River Run". Therefore, reducing this project shoulder to 6 foot would not provide the required width for the bike lane.
38-3	Use 11-foot travel lanes throughout the project \$856,853	Approval Recommended	<ul style="list-style-type: none"> According to AASHTO, roadway on divided arterials should be designed with lanes 12 ft. wide. The high speeds and large volumes associated with divided arterials will justify the construction of 12ft lanes. On reconstructed arterials, it may be acceptable to retain 11-ft lanes if the alignment and safety record are satisfactory, which is the case on this project.

<i>VE Recommendation No. & Description w/ Projected Cost Savings</i>		<i>Recommendation Response</i>	<i>Comments</i>
38-9	Use existing roadway pavement from Station 105+00 to Sta 170+00 \$909,546	Approval Not Recommended	<ul style="list-style-type: none"> The existing vertical alignment does not meet 65-mph design (meets only 45 mph); it does not provide adequate stopping sight distance. Due to having to revise the profile to meet 65 mph the existing pavement cannot be retained. Also, staging of traffic are more easily accomplished by the current design due to distance between the existing and proposed alignments which does not required staging under traffic. And an Existing Pavement Evaluation, which has not been done, would have to be completed to verify if the existing pavement is suitable for overlay as well.
38-10	Realign "original" new location closer to the existing right-of-way between Sta 170+00 to Sta 276+00 \$406,087	Approval Recommended	<ul style="list-style-type: none"> Design elements shall be adjusted accordingly to realign closer to the existing right of way.
38-12	Retain existing alignment on Church Street \$936,874	Conditional Approval Recommended	<ul style="list-style-type: none"> Design elements shall be adjusted accordingly to attempt to retain the existing alignment on Church Street; however, retaining the existing alignment has the potential of impacting the existing Wilkes County pump station, which is avoided with the proposed alignment. If this is found to be the case during design efforts, the current proposed alignment which avoids the pump station and sewer lines would be used. Pump stations can cost approximately \$500,000 in initial cost.
38-13	Realign mainline at Delhi Road to avoid wetlands Design Suggestion	Approval Not Recommended	<ul style="list-style-type: none"> Because of the immediate proximity of the historic Fortson House, shifting the mainline to the west may impact the historic boundary as well as the visual boundary by killing trees located along the property line where we are in a cut situation. Special environmental commitments were made due to the proximity to the Historic Fortson House and shifting closer would negatively impact the environmental commitments and would require a re-evaluation of the environmental document. Revising the mainline alignment at the tributary will also impact the environmental document and will require a new hydraulic analysis.

VE Recommendation No. & Description w/ Projected Cost Savings		Recommendation Response	Comments
38-14	Reconfigure Old SR 17 with new location between Sta 420+00 and Sta 440+00 \$195,874	Approval Recommended	<ul style="list-style-type: none"> Reconfiguring would eliminate one displacement (Gartrell property), but would result in greater impacts to Gibbs and Moss properties.
EDS-545(47)			
47-1	Reduce median width to 32 feet \$368,240	Approval Recommended	<ul style="list-style-type: none"> Design elements shall be adjusted accordingly to utilize a 32' median. This will require additional design efforts which will reduce the estimated cost savings.
47-2	Reduce outside shoulders to 6-foot paved shoulders \$95,532	Approval Not Recommended	<ul style="list-style-type: none"> The proposed 6.5 foot shoulders are needed to accommodate future bike lanes along this designated bike route - "Savannah River Run". Therefore, reducing this project shoulder to 6 foot would not provide the required width for the bike lane.
47-3	Use 11-foot travel lanes throughout the project \$593,927	Approval Recommended	<ul style="list-style-type: none"> According to AASHTO, roadway on divided arterials should be designed with lanes 12 ft. wide. The high speeds and large volumes associated with divided arterials will justify the construction of 12ft lanes. On reconstructed arterials, it may be acceptable to retain 11-ft lanes if the alignment and safety record are satisfactory which is the case along this project.
47-5	Retain existing alignment from Sta 103+30 to Sta 140+00 \$368,125	Approval Not Recommended	<ul style="list-style-type: none"> The realignment allows for the replacement of a triple 9'x8' Bridge Culvert. The grade change of approximately 15' and the staging of traffic are more easily accomplished by the current design.
47-7	Eliminate the median opening at Sta 190+00 \$151,845	Approval Recommended	<ul style="list-style-type: none">
47-11	Realign Boyd Road to the north \$25,570	Approval Recommended	<ul style="list-style-type: none">
47-12/ 42-17	Realign intersection of Norman Road / Vinson Road with SR 17 and reduce the extent of construction on the west side of SR 17 \$62,331	Approval Recommended	<ul style="list-style-type: none">
47-13	Eliminate the median opening at Sta 483+00 \$151,845	Approval Recommended	<ul style="list-style-type: none">

VE Recommendation No. & Description w/ Projected Cost Savings		Recommendation Response	Comments
47-14	Minimize the number of median openings between Sta 482+02 and Sta 510+34 \$151,578	Approval Recommended	•
EDS-545(54)			
54-1	Reduce median width to 32 feet \$173,652	Approval Recommended	• Design elements shall be adjusted accordingly to utilize a 32' median. This will require additional design efforts which will reduce the estimated cost savings.
54-2	Reduce outside shoulders to 6-foot paved shoulders \$85,745	Approval Not Recommended	• The proposed 6.5 foot shoulders are needed to accommodate future bike lanes along this designated bike route - "Savannah River Run". Therefore, reducing this project shoulder to 6 foot would not provide the required width for the bike lane.
54-3	Use 11-foot travel lanes throughout the project \$760,287	Approval Recommended	• According to AASHTO, roadway on divided arterials should be designed with lanes 12 ft. wide. The high speeds and large volumes associated with divided arterials will justify the construction of 12ft lanes. On reconstructed arterials, it may be acceptable to retain 11-ft lanes if the alignment and safety record are satisfactory which is the case alone this project.
54-9	Eliminate median opening at Sta 147+00 \$277,292	Approval Not Recommended	• Eliminating the median opening would increase distance between median openings to 10,000 ft; and would thus require 8 property owners to travel an additional 8,400 ft. DOT MOG states that the maximum spacing between median openings in areas with any development (even a single occupied residence) should be one mile (5280 ft).
54-11	Retain River Road alignment with the mainline \$260,089	Approval Recommended	• The existing intersecting angle is 60-degrees to the west and 71-degrees to the east, and would require a design variance if retained; however, improvements can be made to correct offset at this intersection with less than 90 degree angle.
54-12	Stay on existing alignment between Sta 300+00 and Sta 400+00 \$253,137	Approval Not Recommended	<ul style="list-style-type: none"> • Staying on the existing alignment impacts 11 previously non-impacted properties, and would directly impact two cemeteries through Fortsonia. • Staying on the existing alignment would require staging and construction under traffic which would increase construction time and further delay the environmental process.
54-13	Eliminate the Old SR 17 tie-in at Sta 387+00 \$94,477	Approval Recommended	• Design elements shall be adjusted accordingly to eliminate the Old SR 17 tie-in and provide cul-de-sac where Old SR 17 approaches the new mainline alignment.

VE Recommendation No. & Description w/ Projected Cost Savings		Recommendation Response	Comments
54-14	Selectively eliminate right turn lanes in the five lane section [locations identified in the VE study are: Bells Ferry Rd at sta 309+60; and Slay Rd at sta 329+30] \$98,058	Approval Recommended	<ul style="list-style-type: none"> Other than the GDOT Design Policy Manual recommendation of when the posted speed is greater than or equal to 45 mph on multi-lane highways, right turn lanes shall be placed at paved public street intersection, these right turn lanes can be removed. Both Bells Ferry and Slay road have access to roads with right turns on SR 17.
EDS-545(55)			
55-1	Reduce outside shoulders to 6-foot paved shoulders \$106,971	Approval Not Recommended	<ul style="list-style-type: none"> The proposed 6.5 foot shoulders are needed to accommodate future bike lanes along this designated bike route -"Savannah River Run". Therefore, reducing this project shoulder to 6 foot would not provide the required width for the bike lane.
55-2	Use 11-foot travel lanes throughout the project \$793,657	Approval Recommended	<ul style="list-style-type: none"> According to AASHTO, roadway on divided arterials should be designed with lanes 12 ft. wide. The high speeds and large volumes associated with divided arterials will justify the construction of 12ft lanes. On reconstructed arterials, it may be acceptable to retain 11-ft lanes if the alignment and safety record are satisfactory as is the case on this project.
55-6	Shorten tie-in of Old Elliam Road and SR 17 \$36,968	Approval Not Recommended	<ul style="list-style-type: none"> This will require additional right of way on both sides of the proposed realignment resulting in the relocation of the existing house located at Sta. 13+00 LT. The proposed improvements address the existing intersection angle of 51-degrees and the 16 ft. existing pavement width for Old Elliam Road.
55-7	Shorten the tie-in of Hudson Road and SR 17 \$263,603	Approval Recommended	<ul style="list-style-type: none"> Design elements shall be adjusted accordingly to shorten the tie-in of Hudson Road and SR 17. This may require a Design exception for substandard super elevation transition at the intersection.
55-9	Use a concrete culvert in lieu of a bridge over Dry Fork Creek \$762,478	Approval Not Recommended	<ul style="list-style-type: none"> A cost comparison between the required culverts and a bridge as part of the hydraulic report determined that the bridge was a more cost effective design by more than \$500,000. The proposed bridge length represents the shortest practical design, while meeting GDOT requirements for clearance, backwater and abutment setbacks.

<i>VE Recommendation No. & Description w/ Projected Cost Savings</i>		<i>Recommendation Response</i>	<i>Comments</i>
55-11	<p>Selectively eliminate right turn lanes.</p> <p>[locations identified in the VE study are: Harold Addison Rd at sta 223+62; Otis Smith Rd at sta 229+67; Donworley Dr at sta 311+23; Oak Rd at sta 324+65; and Charles Butler Rd at sta 331+05]</p> <p>\$175,138</p>	Approval Recommended at Otis Smith Rd, Oak Rd, and Charles Butler	<ul style="list-style-type: none"> Eliminating right-turn lanes at Harold Addison Road with a traffic count of 140 ADT and Don-Worley Drive with a traffic count 340 ADT is not recommended. Even though there is good sight distance along SR 17 at these intersections, they provide access to small communities. Also the GDOT Design Policy Manual recommends when the posted speed is greater than or equal to 45 mph on multi-lane highways, right turn lanes shall be placed at paved public street intersection.
55-12	<p>Shorten Bullard's Ferry Road tie in length to SR 17</p> <p>\$51,960</p>	Approval Recommended	<ul style="list-style-type: none"> Total length of construction along proposed Bullards Ferry Road will depend on vertical profile and may vary from that shown on VE study sketch. Also, a design exception may be required for substandard super elevation transition at the intersection.
55-13	<p>Shorten Dunworley Drive tie in length to SR 17</p> <p>\$53,143</p>	Approval Recommended	<ul style="list-style-type: none"> A design exception may be required for substandard superelevation transition at the intersection.
55-15	<p>Do not realign Oak Road</p> <p>\$103,274</p>	Approval Recommended	<ul style="list-style-type: none"> The existing intersecting angle is 79-degrees, and may be left alone.
55-16	<p>Realign Fairfax Circle south to avoid displacement</p> <p>\$110,254</p>	Approval Recommended	<ul style="list-style-type: none"> In order to avoid relocation as recommended and maintain a 90 degree intersection angle, limit of construction along Fairfax Circle may need to be extended by approximately 300 feet.